

User Manual



Universal Free Fall Winch

www.universalwinch.com.au

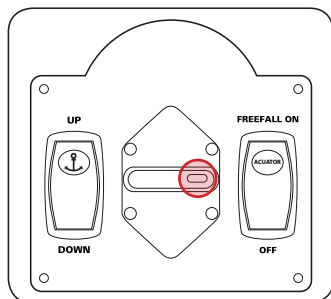
OPERATING INSTRUCTIONS: FREE FALL MODEL

DROPPING ANCHOR IN THE DESIRED LOCATION:

Before operating your winch, make sure your Circuit Breaker is turned to the **'On'** position to power it up.

Position your boat slightly forward of where you want to drop anchor and push the **'Down'** switch just long enough to disengage the anchor from the bow sprit ready for it to be lowered.

Gently put your boat in reverse, then let it idle, drifting slowly backwards.



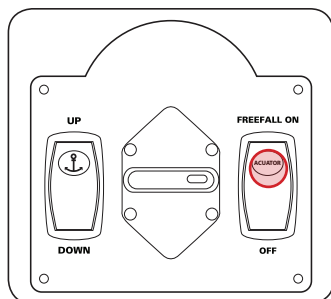
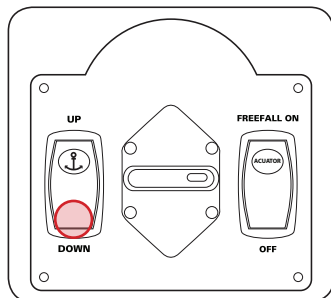
Move the Actuator Switch to the 'Disengage' position which allows the anchor to drop under its own weight while your boat continues to drift slowly backwards. The anchor rope should not have extra slack at any time - there should be tension on the rope at all times.

When the drum slows down and then stops this indicates your anchor has hit the bottom.

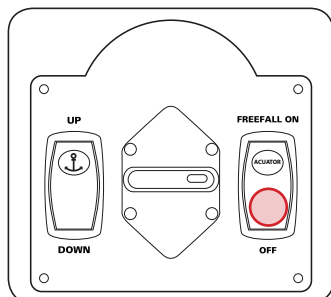
Once you have released enough rope and are happy with your position move the Actuator Switch to the 'Engage' position which will lock the anchor rope into place.

If you need to release more rope to gain your ideal positioning, we recommend disengaging the Actuator Switch again briefly until you drift back into position then returning it to the 'Engage' position rather than using the **'Down'** button.

We recommend you switch the circuit breaker to the 'off' position while it is not on use.



NOTE: Do not use the 'Engage', **'Up'** or **'Down'** buttons until the anchor has hit the bottom. You cannot power up or down while the anchor is still free-falling.



RETRIEVING YOUR ANCHOR:

Turn your winch on by switching the circuit breaker to the 'on' position' and start your engine.

Press the 'up' switch to raise your anchor as you also engage your engine to gently move your boat forward at the same time.

When you can see the chain appear your anchor is nearly up and it is best to use the '**Up**' switch in short bursts to raise the anchor slowly until it is locked into the bow sprit.

You can now cut power to the winch off by turning the Circuit Breaker switch to the '**Off**' position.

The Circuit Breaker is designed for extra safety.

All our winches feature a Circuit Breaker to protect the winch and your boat from accidents. The Circuit Breaker is designed to cut power to the winch and must be activated at all times - except when using the winch to raise or lower the anchor.

NOTE: *Pushing the red button in once releases the Circuit Breaker into the '**Off**' position at which point there is no power to the winch. To turn the Circuit Breaker '**On**' and power-up the winch, push the black 'Reset' switch back into place.*

MAINTAINING YOUR WINCH.

To keep your winch operating at its best, you should give the entire winch a light spray with an anti-corrosion lubricant such as CRC or Inox after every three or four trips.

PLAY IT SAFE IN THE EVENT OF ELECTRICAL FAILURE.

Although it is highly unlikely you will experience an electrical failure, it is recommended you keep a spare anchor, rope and chain on your boat should you experience such a difficulty.

LOWERING THE ANCHOR WITHOUT POWER.

Should your boat experience an electrical failure and you need to deploy the anchor manually, this can be done by inserting a small screwdriver in between the side plate and actuator arm and releasing the gear to allow the anchor to free-fall.

TROUBLE SHOOTING GUIDE

SPOOLING OF THE ROPE AND CHAIN:

Excess rope spools to one side of the drum.

Even though our Rope Guidance Arm is designed to spool and unspool the anchor rope evenly, this will only work correctly if the winch is installed properly.

Should you experience a build up of rope to one side you should check to see if your winch is installed properly centered as per the installation instructions.

THE ROPE/CHAIN JAMS ON THE BASEPLATE:

If the rope or chain jams on the base plate of the winch when retrieving the anchor, chances are you have loaded more rope or chain than the winch is designed to handle and you will need to shorten the rope/chain so that there is sufficient clearance between the spooled rope and the base.

(See installation instructions regarding loading the correct amount of rope/chain)

THE ANCHOR DOESN'T FALL WHEN I EXPECTED IT TO:

Check to make sure the Circuit Breaker is '**On**'. On the Free-fall winch, check to make sure the Actuator Switch is set to 'Disengage'.

If the anchor was previously raised with too much force it may be jammed in the bow sprit and you should check to see if it is jammed in any way. If this is the case, you will need to manually release it so that it can be lowered with the winch's usual function.

THE ROPE SPILLS OVER THE SIDE OF THE DRUM:

Have someone pull all the excess rope clear of the winch and apply a small amount of tension to the rope towards the front of the boat while you use the '**Up**' switch to slowly reel the excess rope back onto the winch.

THE ACTUATOR ISN'T WORKING.

Make sure the fuse in the fuse box is firmly in place. If it has 'blown' you will need to replace it with a similar 10amp fuse.

If it still fails to disengage the drum from the drive system try spraying the winch with an anti-corrosion lubricant such as CRC or Inox to dissolve any salt build up that may have occurred on the free-fall mechanism.

ELECTRICAL OPERATION OF THE WINCH:

THE WINCH WILL NOT OPERATE:

Make sure the Circuit Breaker is switched '*On*'.

THE WINCH IS OPERATING SLOWER THAN USUAL:

Check your batteries are fully charged. Try connecting a second battery and if you have dual batteries, ensure the battery switch is set to 'Both'.

THE DRUM ONLY SPOOLS IN ONE DIRECTION:

Check all connections including the motor, circuit breaker, battery and solenoid.

THE ACTUATOR IS NOT WORKING:

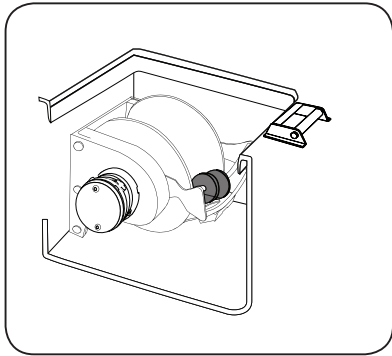
Make sure the fuse in the fuse box is firmly in place. If it has 'blown' you will need to replace it with a similar 10amp fuse.

THE CIRCUIT BREAKER TRIPS WHEN RETRIEVING YOUR ANCHOR:

If your anchor becomes stuck or snagged on the bottom when you attempt to retrieve it the Circuit Breaker may trip avoid putting excess load on the winch's motor and damaging it. If this happens, you should try moving your boat a short distance forward or manually pulling the anchor free before switching the Circuit Breaker to the '*On*' position and trying again.

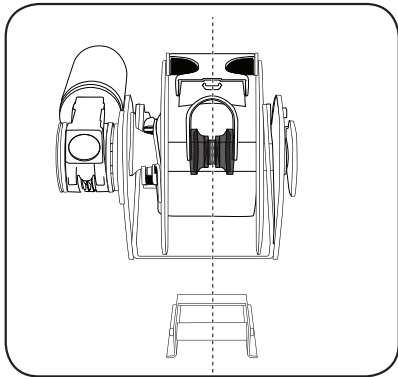
INSTALLATION INSTRUCTIONS

STEP 1: CHOOSE THE MOUNTING POSITION.

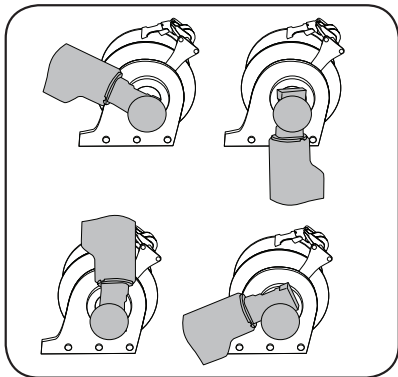


Your winch is designed be mounted in various configurations, usually on the bow sprit or on the floor or back wall of the anchor well.

If mounting on the back wall of the anchor well make sure it is as low as possible to the anchor wall floor whilst still allowing adequate clearance.

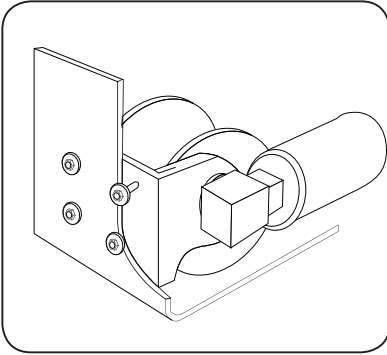


For the Rope Guidance Arm to operate correctly, it is critical you mount the winch perfectly centered to the bow sprit. You can achieve this by lining up the centre point of the drum with the centre point of the anchor roller and bow sprit.



If required, you can unscrew the four bolts holding the motor in place and rotate it to a different position before re-securing the bolts to fit the motor in a more convenient position.

STEP 2: ATTACHING YOUR WINCH.



Once you have decided where to mount your winch you must mark where you need to drill the holes for the mounting bolts. The best way to do this is by putting the Mounting Bracket in place and marking the bolt positions with a pen.

If you are confident you have the correct positioning and your winch location is perfectly centered as described in Step 1, use a 10mm drill bit to drill the mounting holes. You can then use M10x40mm stainless steel countersunk screws, 10mmx38mm stainless steel washers and M10 Nyloc nuts to mount the winch. NOTE: we highly recommend putting grease or neverseize on the bolts to stop them binding.

TIP: MOUNTING - Because mounting the winch perfectly centered is critical to the function of the Rope Guidance Arm, you may want to consider drilling a slightly wider hole and using sufficiently wider washers to allow for a small amount of movement and adjustment of the final position when mounting.

STEP 3: ELECTRICAL INSTALLATION

For optimum performance it is important you follow these installation tips:

The solenoid should be installed under the dash or in a position where it cannot get wet and as close as possible to the Circuit Breaker.

The switch panel should be mounted within easy reach of the steering position (usually to the left) so that it can be easily operated whilst steering.

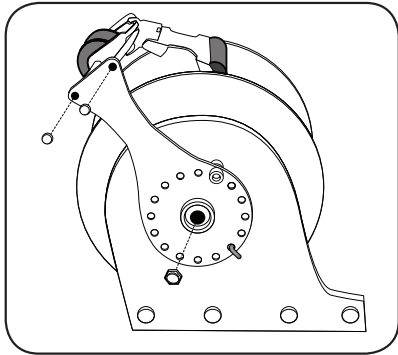
The main power cable should be attached to the battery switch on the common terminal marked 'Both'.

To test the wiring has been connected correctly you should use the '**Up**' and '**Down**' switch to ensure the drum is rotating in the correct direction. If not, simply swap both push on terminals on the solenoid to correct.

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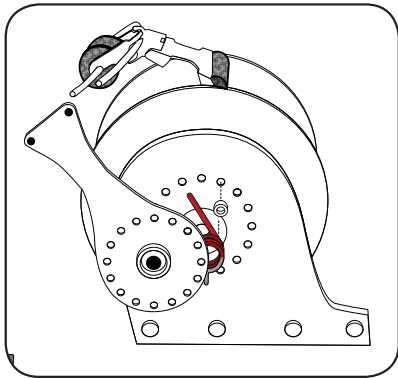
STEP 4: ADJUSTING THE ROPE GUIDANCE ARM

To operate properly, the Rope Guidance Arm must be positioned at the top of the winch. Your winch comes with the Rope Guidance Arm pre-configured for horizontal installation (ie on the floor of the anchor well or flat on the bow sprit.) If you choose to mount your winch on a vertical surface (ie the back wall of the anchor well) you will need to adjust the Rope Guidance Arm accordingly so it sits at the top of the winch. To do this, follow these simple instructions:

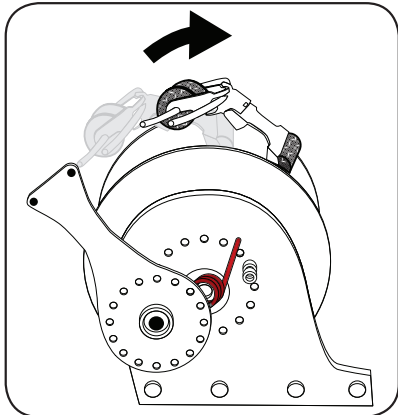


Remove the centre spindle bolt and two Rope Guidance Arm bolts.

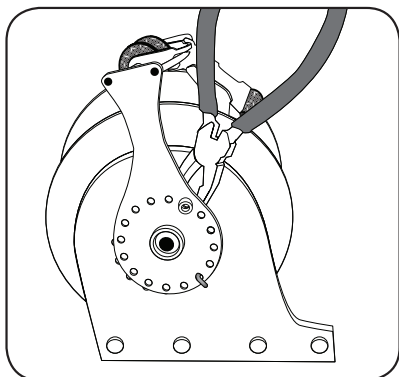
With the bolts removed you can now release the Side Plate of the Rope Guidance Arm.



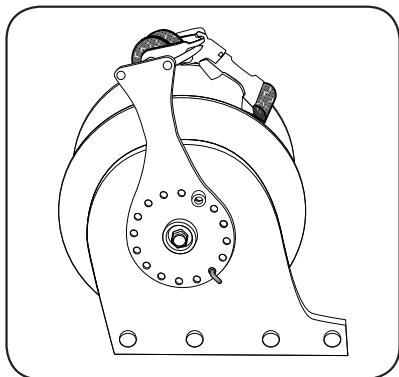
Remove the Brake Bolt and release the Rope Guidance Arm Spring.



Re-position the Rope Guidance Arm Side Plate in the desired position aligning it with the mounting holes that suit the new position and when re-inserting the Spring ensure it has suitable anti-clockwise tension. (NOTE: When choosing your position, allow for sufficient clearance between the Rope Guidance Arm and the back wall it is being mounted on.)



You are now ready to re-fasten the centre spindle bolt and two Rope Guidance Arm bolts and re-insert the Brake Bolt in the appropriate hole to stop the Rope Guidance Arm hitting the back wall of the mounting area.



(TIP: When re-fastening the centre spindle bolt, leave it partially loose to allow enough room for you to re-insert the Brake Bolt.)

STEP 5: FINAL STEPS

To protect your boat from being damaged by the anchor chain, you may want to fit an anchor roller in front of the anchor well.

If the anchor well hatch cover does not close fully where the anchor rope/chain exits the well you will need to cut a hole in the hatch cover so that it can feed in and out smoothly without being disrupted. (The hole you cut should be the same width as the anchor roller.)

To safeguard your electricals from the elements spray all electrical terminals and connections of the motor with a suitable protective coating or marine grease.

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STEP 6: ATTACHING YOUR ROPE AND CHAIN.

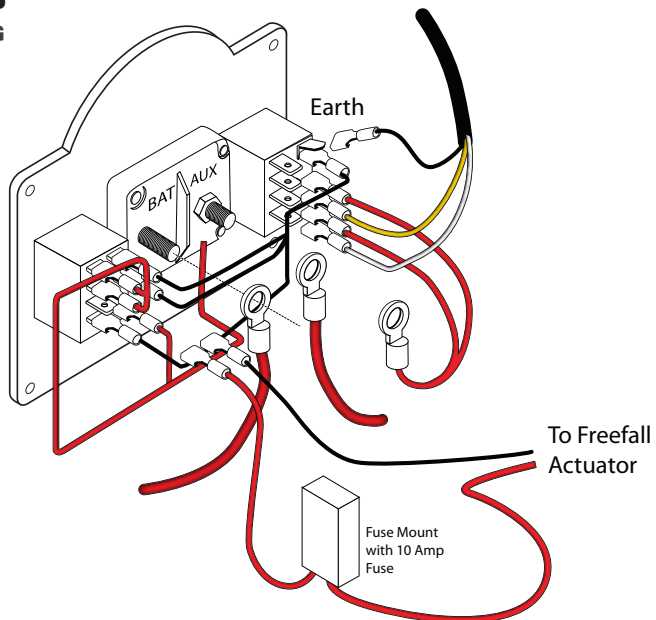
Standing in front of the winch, thread the rope though the front of the Roller Loop, down between the Rope Guidance Arm and the Centre Spindle before looping it back under the spindle and out through hole in the rim. You can then knot the rope to ensure it is fastened securely and cannot be pulled back through the rim hole.

Make sure you do not use a length of rope (or chain) that exceeds the capacity of the winch. Too much rope will result in excess rope pushing the Rope Guidance Arm too far back and spilling over the winch rim and/or jamming between the drum and baseplate. The following chart is a guide for approximate lengths but this will vary depending on the gauge of your rope and chain.

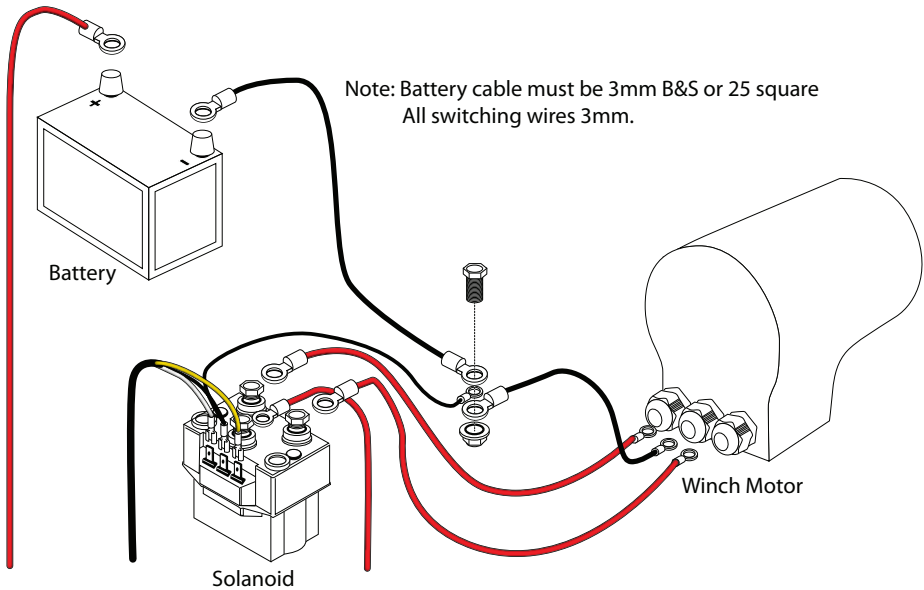
TIP: Before using your winch on the open water we strongly recommend you fully test the basic functions of the winch first. This includes letting most of your rope off the winch (ensuring someone is able to keep a small amount of tension on the rope to clear the unspooling rope from the winch area) and re-spooling it back onto the drum. This is particularly useful when using brand new rope that has been tightly wound in its packaging which has a tendency to 'spiral' after being unwrapped and may cause complications when spooling.

WIRING DIAGRAMS

SWITCHPLATE WIRING



SOLANOID TO WINCH MOTOR WIRING





Universal Free Fall Winch

IF HARRY SAYS IT WORKS, IT WORKS.

When it comes to boats and fishing, Harry knows what he's talking about. And he wasn't about to put his name behind something that wasn't everything it promised to be.

So it's little wonder he hasn't rushed into releasing the winch to the public before he was supremely confident every single person who saw it would agree with what he already knew - that this winch really is the best winch on the market bar none.

CONTACT US TODAY FOR SALES INFORMATION

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